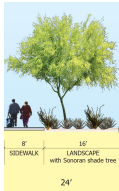





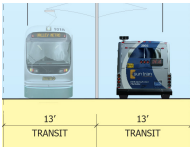











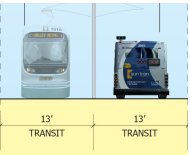


BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF STREET CROSS SECTION ELEMENTS

STREET ELEMENTS OR DETAILS		PEDESTRIAN ACCESS AND MOBILITY									BICYCLE ACCESS AND MOBILITY						TRANSIT ACCESS AND MOBILITY								
		1a. Functionality of Streetside for Pedestrian Activity	1b. Separation from Vehicular Traffic	1c. Pedestrian-Oriented Facilities or Improvements	1d. Walkable Network / Neighborhood Connections	1e. Pedestrian Crossings	1f. Vehicle / Pedestrian Conflicts at Driveways	1g. Universal Design	1h. Walkable Destinations	1i. Ease of Transition to Walking	2a. Separation of Bikes and Arterial Traffic	2b. Bike Conflicts with Crossing Vehicles	2c. Pavement Condition	2d. Bike Facility Improvements	2e. Bicycle Network Connections	2f. Bicycle Corridor Travel Time	2g. Bike Crossings	3a. Distance to Transit Stops	3b. Transit Stop Facilities	3c. Transit Corridor Travel Time	3d. Schedule Adherence	3e. Frequency and Hours of Service	3f. Accommodation of Future High Capacity Transit	3g. Riders per Vehicle	
Existing Conditions		-- to --	- to --	-- --		--	- to --	-- -- to ○			-	- to --		-- --						-- to --	-- now --	○ to --		-	
8' Sidewalk with shade tree (16' landscape)		++	+++	++		See assessment of lane configuration alternatives	++	++						++			See assessment of street cross section alternatives		+ to ++	See assessment of lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives		
8' Sidewalk with shade tree (8' landscape)		○	++	+			+	++						+				○ to +							
6'-8' Sidewalk with shade structure (7' landscape)		- to ○	○	○			○	+ to ++						○				- to ○							
6' Sidewalk with 5' landscape		-	--	--			-	+						○				--							
6' Sidewalk with 3' buffer		--	--	--			--	○						--				--							
6' Sidewalk		--	--	--			--	○						--				--							
26' Center-Running Transit							○						+												
11'-12' Side- or Center-Running Transit							○						○ to ++												
5'-7' Bike Lane			○ to +				- to +					○ to +													
7'-9' Buffered Bike Lane			+ to ++				+ to ++					+ to ++													

BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF STREET CROSS SECTION ELEMENTS

STREET CROSS SECTION ALTERNATIVES	VEHICULAR ACCESS AND MOBILITY						PERSON ACCESS AND MOBILITY	SENSE OF PLACE						ENVIRONMENTAL / PUBLIC HEALTH					ECONOMIC VITALITY													
	4a. Movement of Through Traffic During Peak Traffic Periods	4b. Intersection Delay -- Overall Intersection Performance	4c. Intersection Delay -- Worst Movement	4d. Accident Potential	4e. Lane Continuity	4f. Access Management for Adjacent Properties	5a. Person Trips for multiple measures	6a. Historic Resources	6b. Significant Resources	6c. Visual Quality	6d. Broadway as a Destination	6e. Gateway to Downtown	6f. Conductiveness to Business	6g. Walkable Community	7a. Greenhouse Gases	7b. Other Tailpipe Emissions	7c. Heat Island	7d. Water Harvesting	7e. Health Benefits of Changes in Walking and Biking	7f. Land Use Mix	7g. Affordability	8a. Change in Economic Potential	8b. Change in Business Revenue	8c. Change in Sales Tax Revenue	8d. Change in Prop. Tax Revenue	8e. Business Impact	8f. Job Impact					
Existing Conditions	See assessment of lane configuration and street cross section alternatives							See assessment of lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives	See assessment of street cross section alternatives							See assessment of street cross section alternatives	See assessment of street cross section alternatives	-- to --			See assessment of lane configuration and street cross section alternatives										
8' Sidewalk with shade tree (16' landscape)																							+++									
8' Sidewalk with shade tree (8' landscape)																								++								
6'-8' Sidewalk with shade structure (7' landscape)																									+							
6' Sidewalk with 5' landscape																									-							
6' Sidewalk with 3' buffer																									--							
6' Sidewalk																									---							
26' Center-Running Transit																																
11'-12' Side- or Center-Running Transit																																
5'-7' Bike Lane																										o to +						
7'-9' Buffered Bike Lane																										o to ++						

BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF STREET CROSS SECTION ELEMENTS

STREET CROSS-SECTION ALTERNATIVES	PROJECT COST				CERTAINTY		
	9a. Construction Cost	9b. Acquisition Cost	9c. Operations and Maintenance Cost	9d. Income for Reuse of Excess City-owned Property	10a. Ability to Provide for Changing Transportation Needs	10b. Risk of Relying on Future Development for Economic Vitality	10c. Ability of City to Operate and Maintain Improvements
Existing Conditions	See assessment of street cross section alternatives	See assessment of street cross section alternatives	See assessment of street cross section alternatives		See assessment of lane configuration and street cross section alternatives		See assessment of lane configuration and street cross section alternatives
8' Sidewalk with shade tree (16' landscape) 							
8' Sidewalk with shade tree (8' landscape) 							
6'-8' Sidewalk with shade structure (7' landscape) 							
6' Sidewalk with 5' landscape 							
6' Sidewalk with 3' buffer 							
6' Sidewalk 							
26' Center-Running Transit 							
11'-12' Side- or Center-Running Transit 							
5'-7' Bike Lane 							
7'-9' Buffered Bike Lane 